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## NAVAL MANEUVERS JUST COMPLETED PROVED MOST STUPENDOUS YET ATTEMPTED



SALVO FROM ARKANSAS

Rear Admiral Austin M. Knight, U. S. N., chief umpire of the recent war games between the fleets commanded by Rear Admiral Henry T. Mayo and Rear Admiral James M. Helm, in an interview at the Naval War college, of which he is president, said the maneuvers had proved to be by far the most stupendous and instructive yet undertaken. "Its course was a good deal determined," he said, "by the weather, and, on account of the southwest breeze, with its customary accompaniment of mist, vessels could not be distinguished for more than two or three miles. This enabled the red fleet to make its way through the flotillas of torpedo boat destroyers and scout vessels sent out by the blue or defending fleet. As part of the training the civilian naval recruits received they have become somewhat efficient in handling one-pounders. In the target practice with the one pounders the firing was at the rate of four shots to the minute; the range starting at 600 yards and gradually decreasing to 300 yards. The one pounders were mounted in the bows of motorboats, and the attack was made to imitate a landing party. The pointers of the gun crews soon found it was no easy matter to score a hit with the boat rocking all about, the target constantly shifting and the range growing less as their boat approached the supposed enemy. The volunteers from the Maine, however, made a fair record. They scored thirty-five hits out of a possible sixty. In operating the heavy 1,500 yards when the command was given the range was approximately



ARKANSAS MAKING SPEED

given to fire, and the ship moved in a direction parallel to the target. The regular runners also got their innings, but no report of the effectiveness of their fire has been reported by the navy department, which is holding this

### Quartermaster Is Kept Busy For Everything Wanted in the Camp.

If you can't find it anywhere else go to the quartermaster.

The quartermaster must furnish almost everything in the camp—food, wood, transportation—and look after the hundred and one needs of the officers and men of the camp. When the cook is ready for breakfast he finds his bacon and other rations right at his kitchen, laid down there by the quartermaster; he finds wood on the wood pile, brought there by the quartermaster, and if he has to go to the city to get some extras for the men he goes to the quartermaster and gets his tickets. Little does the cook realize that his needs as he figures from day to day are mapped out by the quartermaster weeks and even months ahead of time. The quartermaster has to think of the needs of the troops a long way ahead, and in his mind he can see the bacon and beef and other food lying outside the camp kitchen just as the cook sees it on the day it is delivered. Every bit of food to feed the district troops in camp arrived at the cook tent on time, and due to the efforts of the Quartermaster Corps, Major John C. Whitaker is chief quartermaster, and he has as his assistants, Capt. E. M. Nevills and Capt. D. Spencer Bliss. Capt. Nevills looks after the transportation and Capt. Bliss after the subsistence, while Major Whitaker supervises the whole.

The Quartermaster Corps is responsible for everything that comes into the camp, and the officers must know

where every bit of material is and where expendable material is used. The corps is a gigantic machine, so arranged that if one cog breaks another wheel starts, to the end that the soldiers get what they need at the time they need it.

Funds are allotted to the camp to be spent, and the quartermaster must figure the best way to spend them. He gets his rations from the quartermaster stores, purchases his wood in the open market and his meat in the open market. He must figure five days ahead when he wants his meats, although meats are delivered daily and regularly inspected to insure that they are of the highest grade. The meat must be from a steer not more than 6 years of age, and unless it comes up to such specifications it is rejected as not fit for Uncle Sam's troops.

The wagon transportation must be provided by the quartermaster; the buildings are put up under his direction. And the District Quartermaster Corps is to-day putting up a building that never before has been tried in any camp. The sanitary officers say that it is the best ever, and was worked out by Major Whitaker and Capt. Nevills. Instead of separating the kitchens from the screened mess halls as has been the practice heretofore, and have the doors continually opened as the men draw their food, the kitchen will be built on one end of the mess tents, so that the food will not go out in the open while the men are getting it.

Although motor trucks were hired during the early part of the encampment to provide the transportation, a request has been sent to the War Department that Camp Ordway be allowed to purchase three trucks, to

be used for transportation purposes in the field. The advantages of the motor truck over horse-drawn transportation have been fully demonstrated at this camp.

Five cords of wood a day are consumed on the fire, and this wood has to be hauled. It was a little difficult to keep up at first, but now the big wood pile is growing, and this section of the camp soon will resemble a big woodyard.

Thirty thousand pounds of food must be delivered to the various organizations every five days in addition to the other transportation which must be furnished by the troops.

### DIED.

REYNOLDS—In Danbury, September 5, Oscar F. Reynolds, aged 66 years.  
MARRON—In Danbury, September 4, Daniel R. Marron, aged 21 years.  
SENIOR—In Bethel, Sept. 5, Arthur H. Senior, aged 69.  
FINCH—In Danbury, Sept. 2, Mrs. Harriet Finch, aged 93 years.  
FISHER—In Norwalk, Aug. 30, George P. Fisher, aged 75.  
BALLARD—In Stamford, Sept. 3, Mrs. Lavina Ballard of Norwalk, aged 72.  
FRANKS—In Sound Beach, Sept. 4, Elizabeth J., wife of Charles Franks, aged 51.  
BARLIN—In Hartford, Sept. 6, Francis Barlin of Torrington, aged 46.  
SWANSON—In Greenwich, Sept. 6, August Swanson, aged 40.  
CHASE—In Norwalk, Sept. 6, Mrs. Elizabeth Chase, aged 64.  
CARLON—In Hartford, Sept. 6, Francis Carlon of Torrington, aged 40.

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## HOW WASHINGTON HELPED INVENTOR OF SUBMARINE

New developments and applications of old ideas and inventions sometimes mislead us into thinking that modern achievements are wholly new when they are really old.

The idea of the submarine vessel for war or for peace is by no means a new one, however it may have seemed to most of us. Searching the writings of the Father of His Country, I found a letter of astonishing contents that should be of interest to all. How many know that Washington financed an inventor of a submarine?

In Jared Sparks' "Writings of Washington," vol. IX, pages 134 and 135, is presented a letter that Washington wrote to Thomas Jefferson from Mt. Vernon, September 28, 1785. He was recalling the matter from memory, for some reason not stated. The boat mentioned was in process of invention and experiment, in 1776, the inventor being a man of the famous New England name of Bushnell. It would seem that perhaps Jefferson had asked Washington for some account of the project of Bushnell, and the letter was in reply.

The world is familiar with Washington as the great leader and patriot in freeing the Colonies from British rule, as the noble man who refused to consider being made king, and as the wise first President of the United States; but it must be a new phase of the man to know him as aiding an inventor in this manner. As we read the letter carefully, we see the man's character clearly.

Careful and conservative as he was, an insistent convention in the common relations with others, he was open to new ideas and enterprising in trying things in a practical way.

On his extensive farms, as his letters show, he was constantly trying new ideas in increasing production and in improving the art of agriculture in general. The idea of a boat that could go under water appealed to Washington, and the possibility of developing the machine as a naval fighter aroused his interest. Yet he saw the difficulties in the practical use of the thing, and pointed them out. If there had been at that time such knowledge and use of gasoline and of electricity as we have, the plan would have been as feasible as to-day, and the general would have had abundant returns for his generous help to the inventor of the craft described in this letter. Perhaps the steel construction of this day, employed then, would have been needed for complete success; but even a wooden boat that could attack a ship under the water would have terrified the British navy of that time.

We miss, too, in this account the periscope as meeting one requirement that Washington suggests.

The letter reads as follows:

A. Sabinianus Plin. To Thomas Jefferson, Mt. Vernon, Sept. 28, 1785.

I am sorry that I cannot give you full information respecting Bushnell's projects for the destruction of ships. No interesting experiments having been made, and my memory being bad, I may in some measure be mistaken in what I am about to relate. Bushnell is a man of great mechanical powers, fertile in inventions and master of execution. He came to me in 1776, recommended by Gov. Trumbull and other respectable characters who were converts to his plan. Although I wanted faith myself, I furnished him with money and other aids to carry his plan into execution. He labored for some time ineffectually, and, though the advocates for his schemes continued sanguine, he never did succeed. One accident or another always intervened. I then thought, and still think that it was an effort of genius, but that too many things were necessary to be combined to expect much from the issue against an enemy who are always upon guard.

That he had a machine so contrived as to carry him under water at any depth he chose, and for a considerable time and distance, with an appendage charged with powder, which he could fasten to a ship and give fire to it in time sufficient for his returning, and by means thereof destroy it, are facts I believe, which admit of little doubt. But then, when it was to operate against an enemy it was no easy matter to get a person hardy enough to encounter the variety of dangers to which he would be exposed; first, from the novelty; secondly, from the difficulty of conducting the machine and governing it under water, on account of the current, and, thirdly, from the consequent uncertainty of hitting the object devoted to destruction, without rising frequently above water for fresh observations, which, when near a vessel would expose the adventurer to discovery and to almost certain death. To these causes I always ascribed the failure of his plan, as he wanted nothing that I could furnish to insure the success of it. This, to the best of my recollection, is a true state of the case. He has, however, if I mistake not, being one of his converts, will be able to give you a more perfect account of it, than I have done. With perfect esteem and regard, I have the honor to be, etc.

## OLD TIME CIRCUIT RIDER RECALLS SADDLEBAG ERA

Rumor has it that when the sculptor of the proposed Asbury centenary statue at Washington exhibited his sketches to the Asbury people they were asked to see a bishop on horseback. At the national capital one meets bronze horsemen at every crossroads, but they are soldiers all. The commissioners raised objections, it is reported, to an equestrian preacher, until it was demonstrated to them that "the prophet of the long road" was more at home in the saddle than in any other position, that in fact he probably had a better right to an equestrian statue than Phil Sheridan or Gen. Jackson.

In fact, in these days of Ford and interurbans we are in some danger of forgetting the typical Methodist preacher of the early days in America was a "rider," who made his circuit on horseback. What other church would think of including such horse-

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Fine quality Madras, Crepes, Oxford, Flannel, Silk Stripes, Etc.

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Finest Imported and Domestic Fabrics. They partake of character of Shirts made to order.

Shirts \$1.35, 4 for \$5.00  
\$2.00, \$2.25 Grades  
A Most Complete Collection of new fine woven fabrics, most handsome patterns, weaves and colorings.

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furniture as saddlebags in an exhibit of preachers' relics like that shown by the Board of Conference Claimants at Saratoga, and illustrated in this paper on June 8. Those battered and road-worn valises, what stories they could tell! What a substantial share of its prosperity did the book concern, owing to the packages of good literature which they helped to circulate among the Methodists of the early days. This letter, one of many which came to the board as the result of its advertisement for saddlebags, is redolent of the sentiment which still hangs about the old circuit-riding times. It bears the signature of Dr. T. J. Scott, now living in retirement at Ocean Grove, whose riding on Christ's errands has taken him around the globe and who, as an instructor of young ministers at Bareilly, has instilled the spirit of Wesley and Asbury into another race of "traveling preachers."

I saw the call, but mine are no more, except in pathetic history. They were the worthy saddlebag successors to my father's, the Rev. Andrew Scott of the old Pittsburgh conference, when it contained a large slice of Ohio, Pennsylvania, and Virginia. As a boy I cleaned his horse-back "scrip" and mud-spashed green baize leggings, till it was quite monotonous. When I entered the Pittsburgh conference in 1860 father gave me a fine horse, and a quilted morocco saddle, and a leather wallet to suit. As I rode into Cadiz, O., my first appointment, one boy called to another: "Hello, Bill, some new doctor has come to town." But my cargo was not pills, but books and clean linen. When I enlisted for India, my horse did the same for the Union army, in those dark days. Thirteen

years later, when I returned, alas, alas! my saddlebags had been cut up for sundry leather mementos. And my dear equine colleague had fallen in a desperate charge—but of this I am not certain, for I heard of her nevermore. I would have given \$50 for my saddlebags. My grief has been inconsolable, and the only comfort is, that perchance my leather panner went to mend some harness that helped folks to church, in those happy days when everybody attended the service, morning and evening, at "early candle lighting." So, farewell, memento of the good old circuit times!

### Importance of Fish As Diet Is Emphasized. By Economic Conditions

More than ever before, the coming Winter will impress upon the public of this country the importance of fish as a food, is the belief of authorities on household economics. The present Summer, because of the superfluity of rain, many of the crops have been failures, cutting down the fruit and vegetable supply. Meat is high and threatens to be higher still. On every hand the cost of living seems to be growing greater, with the sole exception of the fish market.

Receipts of fresh fish at the Boston Fish Pier, Boston, the center of the salt water fishing industry of the country, have been encouraging in size, and indications are that they will continue heavy throughout the Fall.

It has been an excellent mackerel and swordfish year, and these two varieties should be found in the market

at a reasonable price well into the cold weather. Groundfish of all kinds remain the same in price, as it was ten years ago.

The introduction of new varieties, such as greyfish to the market is another hopeful sign for the consumer. There is no meat fit for human consumption which has not been exploited long since; and consequently no variety which is to-day low in price. There are a score of varieties of fish, on the other hand, of which the general public is as yet hardly cognizant. Hake, pollock, or Boston bluefish, greyfish, albacore, squid, and other varieties eaten extensively abroad are just beginning to find a sale in this country, and will therefore remain low in price until the demand shall cause a shortage in the catch, something which at present seems far in the future.

It is to the fish market, then, and particularly to Boston, which is the fish market of the whole country, that the general mass of the American people must look for an economical food the coming Winter. With facilities for handling five times as many fish as at present, and anxious to increase the volume of their trade to that extent, the wholesale merchants of Boston will not raise prices unless the laws of supply and demand make it imperative. They are proud of the fact that they are selling fish to-day at no higher rate than a decade ago, when the general cost of living was much lower, and are anxious to maintain this record as long as conditions permit.

Joseph P. Tumulty, secretary to President Wilson, denies that he will